

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by
PUBLIC AUCTION,
ON
FRIDAY, the 14th June, at Noon,
at their Sales Rooms, Ice House Street,
FOURTEEN NEW SINGERS SEWING
MACHINES.
ALSO:
A quantity of AMERICAN FANCY
LAMPS.
TERMS:—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 12th June, 1901. [623c]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver to sell by
PUBLIC AUCTION,
At THE TAK CHEUNG FIRM in Bankruptcy,
On
FRIDAY, the 14th June, at Noon,
at their Sales Rooms, Ice House Street,
A QUANTITY OF
PIECE GOODS, FURNITURE,
FURNITURES,
&c., &c., &c.
TERMS:—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 12th June, 1901. [624c]

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. FREDERICK EDWARD RICHARDS in our Firm at this Port, COLOMBO and LONDON CEASED by Mutual Consent on the 5th inst. DODWELL, CARLILL & CO.,
FOOCHOW.
Foonchow, 7th June, 1901. [622c]

FOR YOKOHAMA AND KOBE.
THE H.A.L. Steamship

"SAMBIA"
Captain Schmidt, will be despatched for the above Port, TO-MORROW, the 13th instant, at Noon.
For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 12th June, 1901. [625c]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).
STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.
Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.
Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.
THE Steamship

"BORMIDA"
Captain D. Costa, will be despatched as above
TO-MORROW, the 13th instant, at Noon.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.
For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 12th June, 1901. [624c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the
above Port, on FRIDAY, the 14th instant,
at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 12th June, 1901. [619c]

DOUGLAS STEAMSHIP COMPANY,
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FOR HAIPHONG.
THE Company's Steamship

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Hongkong, 12th June, 1901. [618c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the
above Ports on WEDNESDAY, the 26th instant.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 12th June, 1901. [222c]

FROM HAMBURG, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA"
Captain Schmidt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 19th instant, will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 19th instant, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Today's Advertisements.

TO PARENTS AND GUARDIANS.

AN ENGLISH YOUTH WANTED as
an APPRENTICE in the STORE.
Apply to
W. BREWER & CO.,
Queen's Road, Hongkong. [620c]

TO LET.

FOR Three Months, from 20th JUNE, a
FURNISHED HOUSE at KOWLOON.
Apply to
"F.Z."
C/o This Office.
Hongkong, 12th June, 1901. [621c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.).
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of characters and
diseases affecting those advancing in life
occur in the eyes—some deficiencies in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
lenses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1451b]

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THE H.A.L. Steamship

gaps filled up with the mud which does for
mortar in this Colony. In any other place
than Hongkong this wall would be con-
demned by the Authorities and would be
immediately pulled down. Why such jerry-
built affairs are allowed to be put up we
really don't know, for they must lead to
collapse and loss of life.

Where the old Stag Hotel is being
demolished the wall of the house to the
westward is exposed, and is a splendid ex-
ample of the jerry builder's art. It is a mere
jumble of old odds and ends of brick put to-
gether anyhow, and on top of this it seems
that a couple of new storeys have been
built. We should like to know who gave
permission for such a rash act. There are
large cracks apparent here and there, and to
us the whole affair looks as if the least
push would bring it tottering down. When
it does fall we hope that a few of those
responsible may be beneath.

The Situation in the North.
Our Tientsin Correspondent, in the letter
which we published yesterday, does not look
at the present state of affairs with any great
hopes of the troubles speedily being brought
to a close. Our Correspondent is not a
pessimist, but sees further than most folk, as
is evidenced by the fact that it was he alone
who drummed into the heads of the Authori-
ties and the Public the approach of the
Boxer rising, as a reference to back numbers
of the paper will show.

Our Correspondent points out, and very
truly too, that none of the real instigators
of the rising against foreigners have been
adequately punished. The Chinese have
hoodwinked the whole of the European
Powers and we are at the present time no
further ahead than we were at the commence-
ment of affairs last year. It is being freely
stated, too, that the troops who are now
leaving the north have been ordered to do
so by the Chinese Government, and he must
be very ignorant of Chinese affairs who
cannot see that such a statement will be
accepted far and wide throughout the Chi-
nese Empire as the true explanation of the
withdrawal of the Allies.

We have continually pointed out how no
good could possibly accrue were any of the
troops withdrawn before the return of the
Court to Peking, and we have no hesitation
in saying that this condition, viz., that the
Court should return before terms were dis-
cussed, should have been insisted upon.
The suspension of the examinations as a
punishment has fallen through too, and it is
not too much to say that our European
Diplomatists have given in all along the line
and have been hopelessly defeated by the
more cunning Chinese. It was a great
mistake to discuss anything with China.
That is not the way to deal with
Orientals at all. The Powers should have
decided upon their joint demands and pre-
sented them and then refused to abate one
title of them. They should have refused
to negotiate through any persons appointed
by the Court but should have insisted upon
and should have carried on all negotiations di-
rect with them. When we wonder, why
European Diplomatists see that China can
only be brought to account by firmness?
Directly one concession is made a thousand
more are asked or taken, and so it will be
to the end of the chapter, unless we adopt
other methods of dealing with China.

As matters now stand it looks very much
as though the conservative party amongst
the northern Chinese were merely waiting
for the withdrawal of the troops to com-
mence operations once more. 'This time,
we have little doubt, they will take steps to
draw the Yangtze Provinces into the
general conflagration, and if they succeed
the Powers will have only themselves to
blame. And so long as this state of anarchy
continues there can be no hope for trade or
anything else in China. Matters will go on
for a year or two fairly quietly, perhaps, and
then another outbreak will occur which will
probably throw the last into the shade from
its fierceness and widespread influence.

REUTER'S TELEGRAMS.
THE TRANSVAAL.
ARMING OF SURRENDERED
BURGHERS.
LONDON, June 10th.
Surrendered burghers in the Middleburg
district of the Transvaal have been armed by
the British, and are willingly protecting stock
grazing on the Cowlands.

THE ALLIES IN CHINA.
It is stated in 'Berlin' that during the
absence of Count von Waldersee from China,
the Powers have agreed that the senior
officers of the allied contingents shall resume
command of their own troops.

THE CHINESE INDEMNITY
QUESTION.
America has formally apprised the Powers
that she does not consent to a joint guarantee
for the Chinese indemnity.

BRITISH SOUTH AFRICA.
A despatch from Lord Kitchener states
that 2,640 Boers were killed, taken prisoners,
and surrendered during May. Since the 1st
instant, the figures total 472.

WEATHER REPORT.

The Observatory report says:—
On the 12th at 12.5 p.m. the barometer has
fallen considerably on the E. and S.E. coasts
of China. Pressure is in defect generally, with
a depression over the North of the Sea of Japan,
and another area of low pressure lying over the
S.E. coast of China and Formosa. Gradients
slight for S.W. winds in S. China. Forecast
for 13th:—S.W. winds, light to moderate, with
clouds, and rain or drizzle at intervals.

LOCAL AND GENERAL.

NOTICE.
We offer a prize of fifty dollars for the best
sketch of a project for the capture of this island
by a hostile force, Russian or French or both
combined, not with a view to permanent oc-
cupation but with a view to the destruction of
the Naval Yard, Arsenal and Barracks and the
retirement of the hostile force to its ships, the
actual position of affairs at the moment in
Hongkong and the actual strength of our feet
and its distribution being assumed, and war
declared, or about to be declared.

This is a subject which should readily in-
terest our readers, and we trust that we shall
have a good batch of manuscripts to consider.
Articles should not exceed two thousand words
in length; they must be written on one side of
the paper only and should reach this office
before 5 p.m. on Saturday, 29th instant. All
articles to be addressed to:—
The Editor,
"Hongkong Telegraph,"
59, Queen's Road Central.

There are temporary vacancies in the
Colonial Secretary's Office for a typewriting
clerk; salary \$100 per month, and an office
clerk; salary \$50 per month, vide advertisement
appearing elsewhere.

We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, Hongkong Telegraph Co., Ltd., 59,
Queen's Road Central. The wrapper will
enable us to check the delivery copies.

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

THE Rajah of Sarawak has issued the follow-
ing notification to the inhabitants of his capital:
—Owners and occupiers of land in Kuching
are requested to keep, as far as they are able
to do so, the sensitive plant from growing and
spreading. This pernicious weed if allowed to
grow destroys in time all good grass and pas-
ture, as may be seen in adjacent places—
Singapore for example. We have some waste
pieces of land in Kowloon, where a sensitive
plant of some species or other has destroyed
the grass, such as it is.

We hear that the great exodus of Chinese which
is taking place from the Colony is affecting
many of the firms which employ Chinese
labour. It is the better paid men who can afford
to go their villages to escape the plague, and
these men are the most valuable ones to their
employers and consequently the most missed.
It is a great pity that these people cannot be
brought to see that they gain nothing by going
from one plague-stricken spot to another. If
the inhabitants of villages to which they flee
had a grain of sense they would pack these
very undesirable visitors back to Hongkong
post haste, but then the Chinaman does not
possess common sense regards sanitation, and
so the plague is spread far and wide.

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post haste, but then the Chinaman does not
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so the plague is spread far and wide.

THE *Dombay Gazette* says:—The *S. S. Manila*,
(Captain R. L. Haddock, R.N.R.) bringing a
second contingent of Boer prisoners from
South Africa, for Ahmednagar, arrived in Bom-
bay Harbour about midnight on the 21st ult.
The vessel anchored off the Sassoon Dock,
where the prisoners were landed on Wednes-
day afternoon. They were brought ashore in
barges and subsequently despatched in two
trains to Ahmednagar. The strictest pre-
cautions were observed to prevent the re-
currence of any incident like that con-
nected with the arrival of the previous
contingent, when one of the prisoners escap-
ed. On that occasion permits were issued
to privileged persons to enter the jerry shed
at the Prince's Dock; but in spite of the pre-
cautions observed some people without passes
got inside the barricades. On the present
occasion the place of landing was changed, no
permits were issued and instructions had been
given that nobody except the military on duty
would be allowed in the dockyard during the
disembarkation and entraining of the prisoners.
The Boers brought by the *Manila* number 490
and include four officers. The escort numbers
twelve officers and 106 men.

THE Australian correspondent of the *N. C.*
Daily News, writing from Melbourne on the
25th of April says:—Messrs. A. H. Byron and
A. R. Baird of Melbourne, claim to have dis-
covered a new motive power. "Lighter than
air, considerably more powerful than dynamite,
exceedingly simple and nominal in cost"—these
are some of the virtues which the new "ele-
ment" (as it is termed by an enthusiastic
admirer) is stated to possess. It has been
named "Byronite," after the principal of the
firm, and communications are in progress with
the British Admiralty concerning its advantages
for submarine torpedo boat purposes. "Byro-
nite" consists of a powder like fine sand man-
ufactured, it is said, from cheap vegetables. On
the application of a certain chemical to this sub-
stance a gas is vegetated which can be used, it
is said, in any gas engine. "We claim," says
Mr. Baird, "that we can take a mail steamer
from Australia to England with twenty tons of
this motive power, the cost of which is only
about 25 per ton. Boilers, coals, funnels and
stokers can be dispensed with." Mr. Byron is
also the inventor of an air ship, the motive
power of which is to be "Byronite," and he
expects to have the ship completed within a
month, when he proposes to ascend from the
Exhibition grounds, and sail five miles beyond
the "Rip" and back again in an hour and
a half.

We hear that Mr. J. Williams of the *Hongkong*
is down with typhoid at Shanghai. We hope
this will be prove to be untrue—"Genial
Johnny." It reminds us of Bret Harte's lines,
"There was Dick, Harry and Jim
All no account men
And then to take him."

We draw our readers attention to the advertise-
ment in another column of the well-known
Green Island Cement Company, where it will
be seen that the price of cement has been ad-
vanced 30 cents per cask and 30 cents per bag,
of 375 lbs. and 250 lbs. respectively. The in-
crease dates from June 1st.

A NATIVE correspondent of a Shanghai paper
suggests a very reasonable explanation of the
recent fires at Peking. He says that the eunuchs
have long been selling the contents of these
palaces, which have been left in their charge
since the capture of Peking; they are now
alarmed at the news that the Court con-
templates returning, knowing that their heads
are at stake if their thefts are detected, and it is to
cover up their tracks that the palaces have
been set on fire.

THEY say that once you are East of Suez you
leave manners—and some, even Rudyard *inter*
alias, say morals—likewise—behind you. But this
is not so. True Oriental politeness is the very
same and mould of manners. We have come
across a recent instance. A very busy merchant
received a call from a Bengali gentleman, who
sent in his card. The merchant, who was wrest-
ling with a cohort of brokers at that moment,
wrote across it 'Kindly wait a few minutes.
The cares and troubles of jute, or grey shirtings,
or something like that, swarmed thick upon the
merchant and he forgot all about his caller.
Five hours later the merchant received a slip
upon which was written:—
"Please may I wait a little longer? Could
politeness soar to a greater height than this?"
Rangoon Times.

SANITARY BOARD.

A meeting of the Sanitary Board will be held
on Thursday, the 13th June, at 4.15 p.m.

ORDERS OF THE DAY.

1. Minute by His Excellency the Governor
relative to the erection of properly lighted and
ventilated Chinese houses.
2. Reply from the Honourable the Colonial
Secretary relative to the natural and artificial
lighting of the Central Market.
3. Replies from Government relative to the
Board's recommendation regarding the Estima-
tes for 1902.
4. Reply from Government relative to the
submission of plans showing the laying out of
new districts.
5. Reply from Government regarding the
closing of Chinese theatres.
6. Letter from Government concerning the
use of quicklime in burying plague cases.
7. Mr. Ed. Osborne, pursuant to notice, will
move:—
—That persons suffering from Plague (or
under observation) be allowed to remain in
their own homes provided all other persons
occupying the same floor are removed, except
3 adults to attend the patient, and provided a
written certificate be produced from a medical
practitioner that he has charge of the case.
Such medical practitioners to be nominated by
Government, their names and addresses pub-
lished, and to report at once to the Medical
Officer of Health if they find the patient is not
kept isolated, in which event the patient be
immediately removed to the Plague Hospital.
—That the bodies of Chinese who have
died of Plague may be confined in the usual
Chinese manner by relatives or friends and
removed from the Colony without any restric-
tions.

AGENDA.
1. Correspondence relative to the public
latrines.
2. Plan of a latrine in Hing Wan Street.
3. Correspondence relative to a new Plague
Cemetery.
4. Two additional Mortuaries and one Plague
Cemetery at Kowloon.
5. Application relative to the treatment of
plague patients on Kowloon Marine Lot No.
90.
6. Report of the analysis of the public Water
Supplies of the Colony for the month of May.
7. Correspondence relative to the analysis
of two samples of Milk.
8. The analysis of a sample of water taken
from No. 14 Des Voeux Road Central.
9. Sporadic cases of Bubonic Plague at
Swatow.
10. Time-washing Report for the fortnight
ended June 10th, 1901.
11. Mortality Returns from Macao for the
weeks ended May 26th and June 2nd, 1901.
12. Mortality Statistics for this Colony for
the week ended May 25th, 1901.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by
Correspondents in this column.

A RUBBISH HEAP.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—I hope this time I won't be
accused of having "plunged into print without
assuring myself of my facts."
What I want to know at present is who is
responsible for the rubbish that is thrown in the
street since the fire occurred in Queen's Road
West since Saturday night?
I believe we are in a civilised country, and
under the flag of Great Britain and Ireland
whose flag and name is a terror to the whole
world, and yet such a disgraceful thing is
allowed to take place. Can you tell me, Sir,
who is responsible for this affair? Surely there
must be a person responsible, the Police, the
Sanitary Board, or somebody whose special
duty is to look after the health of the Colony,
especially when we have the plague playing
such havoc in our midst, sparing neither rich
nor poor.
I am almost certain Sir, if you take a drive
and have a look at a place between the German
Tavern and The Rose Shamrock and Thistle
you will confirm my statements.
Thanking you in anticipation.
Yours,
E. J. E.
Hongkong, June 12th, 1901.

[We quite agree with E. J. E. that the rub-
bish, he refers to should be cleared away
without delay. It not only partially blocks
Queen's Road, but is too wide, but it blocks
up the street running up the hill at the side
of the house completely. We certainly think
that the sooner the whole lot is carted away
to the dump, the better. We presume
that the Police are responsible for allowing
the rubbish to remain.]

THE BEACONSFIELD FIRE.

Yesterday afternoon the enquiry on the fire
at the barber's saloon in Beaconsfield Arcade
was resumed.
Mr. Hastings represented the owner of the
premises, and Mr. Robinson the Commercial
Union Insurance Company.
Mr. Hastings drew his Worship's attention
to the fact that the Insurance Company had
removed certain furniture from the shop, and
objected to this step.

Mr. Robinson—The police are in possession.
His Worship said he had given an order of
release before it had been decided to hold a
court of enquiry. The case, however, might
go on meantime.

A half-brother of Mr. da Rosa, the owner of
the shop, was called. He deposed that when
he got home after leaving the shop on the night
of the fire he did not go out again, nor did his
brother. Witness did

standing the position of the wood, for any one to leave the shop by the front door. (Witness explained the process—a very simple one. By placing the wood against a half-opened door, the beam would fall into position when the door was shut.)

His Worship—Very simple indeed. Mr. Hastings—Yes; it never struck me like that. I give him credit for being very ingenious.

Mr. Robinson—It's very easily seen, if you look at any door.

The enquiry was then adjourned. The Court on sitting at 10 a.m. to-day, adjourned to view the remains of the goods that were in the shop at time of the fire.

P. C. 92 examined in Chief yesterday, was recalled. He said a communication was made to him by Private Kent to the effect that he, Kent, had seen two of them leave there a few minutes before the outbreak of the fire.

He said nothing until a few days after the fire when he knew proceedings were to be taken. Mr. Hastings objected to some further evidence from P. C. 92.

A discussion ensued between Mr. Robinson and Mr. Hastings as to calling Mr. Labin. At this juncture Inspector MacCallan was then sworn. He said he did not go down to the scene of the fire till 9 a.m. next morning. He found the place in great confusion and all scorched. All the articles in the shop have been brought to the Police Station. In the ladies room there was a writing desk, washstand and a case with 24 drawers in it, a screen being between the washstand and case. In the next room was a washstand with a small press at each end.

He did not see anything at the South wall or under the windows. There was case with 16 drawers in it lying upside down with the drawers all burnt, almost completely consumed.

Questioned by Mr. Robinson the writing desk only had the top burnt. The two presses under the first washstand mentioned, were singed on the outside, the insides being clean and fresh. Inside were 2 pie-ces, about 1 lb. of bread. Mr. Davis came a little after he arrived. A number of drawers in the large press were empty, one or two had wigs and false whiskers, some had hair pins in, and some contained papers and letters, curling tongs, tooth brushes, etc. Mr. Robinson instructed him to collect all the broken glass. He did so. The weight of the bottles collected was 16 lb. The window glass totalled 65 lb. A quantity of small pots and jars weighed 10 lb. Mr. Robinson asked if an inventory had been taken of the contents of all the drawers in the large press. Mr. Hastings called Mr. Labin who said (with the aid of an interpreter) he did not remember having examined the contents of the washstands. He did examine some of the drawers in the large case and found some hairpins and combs, the drawers being opened by Mr. Roza.

He did not remember examining any other drawers. He opened some doors, he behaved it was in the gentlemen's saloon. He went to Mr. Roza to see if he had any merchandise, he found a little everywhere. After a rapid examination he came to the conclusion Mr. Roza had sufficient merchandise to enable him to do business with him.

He was occupied in selling goods to him not particularly noticing where it was placed.

Mr. Labin was examined at some length, the chief point elicited being that he was not particularly interested in where the stock was placed and did not carefully examine each separate drawer and cupboard.

A Sanitary Inspector sworn, said, 12 went to No. 9 Beaconsfield Arcade at 5 p.m. on the night of the fire, the first, and asked the occupier if he wished to have the premises fumigated. He received the answer "No." The place was not fumigated. Mr. Da Roza asked for some clothes of lime. Mr. Da Roza looked up the shop shortly after 5 p.m. and went away.

Mr. W. Reed, called, said he was a foreman in the Ordnance Department and was living at No. 3 Wild Dell on the 21st May. He knew Mr. Da Roza who lived at No. 1 Wild Dell. Being introduced by a friend he became a monthly customer at Mr. Da Roza's shop. On May 21st the witness went to the shop to be shaved between 4 and 5 p.m.

He was asked by Mr. Da Roza if his wife would call and see Mrs. Da Roza as she was seriously ill. The witness went straight home arriving shortly after five. He spoke to his wife who went in to see Mrs. Da Roza. The witness went into Da Roza's place about 8.30 p.m. He found there Mrs. Varcoe, Mrs. Da Roza (who was in bed) and his wife. He was there about half-an-hour, then Mr. Da Roza came in, it was about 9 p.m. with his half brother. The witness and his wife were with the Da Roza's until 10 p.m. He looked at his watch, mentioning it was time to go home. Mr. Da Roza was in the house when he left. On one occasion Mr. Da Roza left the room, it was about 9.15 p.m., to get his wife a drink. With this exception Mr. Roza and his brother were in the room with the witness from 9 p.m. to 10 p.m. He could swear to this. The witness knew nothing of the fire till 3 days afterwards. Mr. Da Roza was dressed in a white suit and was wearing a straw hat.

In answer to Mr. Robinson, Mr. Da Roza was only absent from his presence for 5 or 8 minutes. At the conclusion of the witness' evidence neither Mr. Hastings nor Mr. Robinson wished to address the bench. The enquiry was adjourned to Friday at 11 a.m.

THE PLAGUE.

Number of cases reported (Chinese) 1,126 up till noon of the 11th June, 1901. Other Asiatics 32 Europeans 18

Number of cases reported (Chinese) 23 during the past 24 hours. Other Asiatics 3 Europeans 0

Total number of cases reported to date 1,202

Number of deaths reported (Chinese) 1,085 up till noon of the 11th June, 1901. Other Asiatics 21 Europeans 5

Number of deaths reported (Chinese) 5 during the past 24 hours. Other Asiatics 0 Europeans 0

Total number of deaths recorded to date 1,131 Since noon on Saturday last the cases and deaths are—

Cases Chinese 79 Other Asiatics 3 Europeans 3

Deaths Chinese 30 Other Asiatics 1 Europeans 0

Total 81

The plague returns for last week were—

Cases 161 Deaths 155

The returns for 12th June, 1894, were—

Total deaths to date 1,547 New cases in previous 24 hours 69 Deaths in previous 24 hours 86 Patients under treatment 291

Two more Indians from Kowloon side, have been removed to Kennedy Town Hospital.

We regret to state that Mrs. J. Levy, of 47, Staunton Street, was removed to Kennedy Town Hospital this morning suffering from plague.

On enquiry at Messrs. Bradley and Co. Mr. and Mrs. Brownhill were reported as having passed a very satisfactory night, but later we learn a slight relapse has taken place.

The Sanitary Board officers were at work at room 34 in the Connaught House yesterday evening. No fault can be found with the general arrangements of the house. No all round fumigating and consequent total closing up of anticipated, people leaving may possibly jump out of the frying pan into the fire.

We learn that the *Empress of China* that left Hongkong a short time back, is hailed up at Nagasaki, a case of plague amongst the Chinese passengers having been discovered on board. The C. P. R. have all taken extraordinary precautions with regard to their steamer, but the best laid plans of men and mice may go awry in the present state of things.

The Sanitary Authorities are certainly carrying out the cleansing of Beaconsfield Arcade very thoroughly. The whole place is being thoroughly scrubbed down with disinfectants prior to fumigation being carried out. Old and rotten wood-work is being removed and all woodwork which is in a good condition is being well soaked with crude carbolic acid. Wherever a rat hole is apparent the spot is opened up, cleaned out and deluged with strong carbolic. If plague makes its appearance next year in this block of buildings it will not be an account of their having been improperly cleaned now.

The tailor's shop in Beaconsfield Arcade is a disgrace in any civilized place, particularly when one takes into account the fact that it is engaged on business exclusively with Europeans. The shop is one mass of filth and rubbish, and we are told that a lot of the stuff carried away by the proprietor had to be followed up and destroyed by the Sanitary Authorities. The place swarmed with fleas and we should not care to have worn any clothes manufactured there. These shops should be turned out at least twice a year and thoroughly cleaned. It is no use just shifting the filth on one side and whitewashing. All the odds and ends which the Chinese are so fond of collecting want clearing out periodically, and we think that some steps should be taken to see that this is done, at least in shops which cater for the European community.

AT THE MAGISTRACY.

SYSTEMATIC SWINDLING. The master of the Hop Ling Loong shop, 367 Queen's Road Central, was charged with having a set of weights falsified (that is, proper weight) very much to the detriment of his customers. Inspector W. Ford prosecuted. The defendant was fined \$100 or three months' hard labour.

Man in shop, Weights all gay, Customers come, Fine can pay.

A SHIPPING CUSTOMER. Tom Kai stated he was coming up from the hold of the s.s. *Italian* with some sweepings. But L. S. 32 John Grant charged him with stealing some "Beche-de-Mer" and having it concealed in his trousers. Fourteen days' hard labour.

PIRACY RIFE IN PECHILI GULF.

JUNKS FREQUENTLY PLUNDERED. TOKIO, June 3rd. An official despatch from Chefoo to the Japanese Government states that only one Chinese gunboat has been sent to suppress the pirates to the west of Chefoo and to the south of Liaotung. A single gunboat was not sufficient to suppress the piracy, and things have been getting worse lately. Chinese junks are frequently attacked and robbed and communication along the coast is interrupted. A large quantity of merchandise is stored in Chefoo and the local market is affected. Various Japanese steamboats have been chartered lately to tow junks to Riukiu, Kotogai, Yakakko and Tanshan, near the frontier of Chili; but the pirates show no sign of relinquishing their depredations. The latest report is that large piratical craft have been seen cruising off the coast to intercept and board passing junks. The pirates have fire arms, swords and other weapons and a number of casualties have occurred already. —Mainichi.

COREAN NEWS. (From Japanese Papers).

TOKIO, June 4th. An official despatch from Seoul to the Japanese Government states that a large number of malcontents rose at Kanzen, a place between Mitsui and Kotsukir, in Keishioho, on the 3rd inst. In the disturbance one Japanese soldier and one coolie guarding the telegraph lines were severely wounded. The Koreans were roughly estimated to be not less than 700. The Japanese authorities in Fusan have sent one Police Inspector and two policemen to the place. —Mainichi.

The time expired Japanese troops from Genzan and Fusan sailed by the *Konoura Maru* for Japan to-day.

CHIMULPO, June 4th. The French cruiser *Surprise* from Quelpart arrived to-day. —Mainichi.

SMUGGLING OFF BORNEO. TWO CHINAMEN SHOT.

News has just reached Singapore, says the *Strait Times*, that on the 22nd of last month while on an inspection trip to the Boreong Islands on the West Coast of Dutch Borneo, Mr. J. Twysel, a Customs officer of Sengkang, caught sight of a Chinese junk or *wangkang* flying no ensign. She was landing goods on one of the Boreong Islands. The Customs officer boarded her and requested to see the papers, which request was refused. The officer insisted on seeing the papers, whereupon two of the Chinese crew of the *wangkang* took up guns and fired several shots at the *sampan* in which were the Customs Officer and his men. The *sampan* was hit and holes were knocked in her. Mr. J. Twysel and one of his men returned the fire with rifles and shot one of the Chinamen dead, and wounded another in the right arm. The rest of the *wangkang's* crew, numbering thirteen, took flight and hid themselves in the hold of the vessel. Mr. Twysel and his five boatmen went on board the junk, took charge of her, and brought the prize into Sengkang, where the Chinamen were handed over to the Dutch authorities as prisoners. The greater part of the *wangkang's* cargo consisted of gunpowder, opium and salt, while her papers showed that she sailed under the Siamese flag, and had cleared sometime previously from Singapore for Sarawak.

A TERRIBLE AMOK IN SINGAPORE.

An amok of an appalling nature and one which in point of loss of life has not been equalled in Singapore for many years, occurred on the 4th inst., says the *Free Press*.

About half-past eight, a Malay, named Ibrahim, living at No. 2 Little Cross-st., was seized with that sudden lust for blood common to smokers, and, aiming himself with a sharp spear-head, fastened on the top of a long pole, he at once attacked a woman, who was in the house at the time, with this deadly weapon, wounding her in a fearful manner in the stomach. Streaming with blood the unfortunate female rushed out into the street, where she fell dead. The man now broke down a partition leading into the next house, where a Malay family lived. They, hearing the noise, were enabled to escape in time, all but two unfortunate, a man named Haji Ali, who was caught by Ibrahim and stabbed in the back, dying on the spot, and a woman named Neteja, whose stomach he ripped open with the spear-head, causing instant death.

From this house the murderer now made his way down into the street, where a little Malay boy, named Eusope, was walking quietly along, and on him he at once vented his fury, slashing him in the right shoulder, and causing other terrible injuries which resulted in almost immediate death for the poor lad. The next victim was a man, Jah Kasah, another Malay, with whom Ibrahim came in contact in the road opposite Little Cross-st. and who he attacked, running him through the neck, and wounding the unfortunate man in such a manner that, when the spear was withdrawn from his body, he dropped dead. The course of the murderer now lay along Arab-st. and here another Malay man met with his death, though this unfortunate's name is at present unknown to the police.

From here, onwards, the amok continued his deadly run, soon meeting a Chinaman, by name Chai Ku Kee, whom he ran through the left side in a dangerous manner. Leaving this victim weltering in his blood in the street, Ibrahim turned down Haji Lane, where he met a number of persons, at present unknown, whom he hacked and cut at indiscriminately, until the track behind him was literally one of wounded and bleeding people. How many the murderer attacked here, the police were at first unable to find out, but it appears on enquiry at the General Hospital, that ten cases have been received there, and of these, one is already dead.

How the amok was stopped is not known, but he must have been knocked down by some spectator of the fearful tragedy, for he was found by a Bengali constable in Haji Lane, lying on the drain, and badly wounded. The constable, with great presence of mind, sat on the desperate man, and at last, with other help, got him into a riksha and proceeded with him to the Police Station, but before reaching there he died. The amok had a wound on his head about two inches in length, which was evidently a serious one, and was doubtless the cause of his death.

Ibrahim is a Malay man and he has been living at 2 Little Cross-st. for two months past. He is said to have had friends and to have exercised no general calling, but he appears to have been a sort of doctor, going about amongst the natives, and practising cures by means of certain peculiar devices of his own. Inspector Macnamara and Sgt. Ashby were early on the scene, rendering efficient aid to the wounded, who were at once sent to the General Hospital, and making the fullest enquiries as to the manner in which the victims met with death.

As far as we can gather, the list of dead is at present six, whilst nine persons lie grievously wounded at the General Hospital, some of whom may not live through the day.

Next day's issue of the *S. F. P.* contains the following later news—

On enquiry at the General Hospital this morning, it appears that two of the persons wounded in yesterday's amok have succumbed to their injuries. This brings the death list of victims up to eight, whilst the other seven wounded, now lying at the General Hospital, are in a grave condition and it is feared that two, or three, at least, may not live.

NETHERLANDS INDIA NEWS.

(From the *Strait Times*.)

OUTLANDERS IN BORNEO.

The Batavia *Nieuwsblad* dwells upon the dangers arising from Outlanders in Dutch Borneo. That island will soon be connected with Java by cable from Banjarmasin on the south coast. The Shell Transport and Trading Company, which works petroleum fields at Cotia on the east coast of Borneo, wants a cable of its own from there to Java, and is moving the Netherlands India Government on the subject. The question naturally rises: Why should these British outlanders have this privilege? Cotia is a Dutch vassal state which has done very well without cable communication of the kind desired. Other places close by have greater need of a cable. The Shell Company thinks however, that the business it is doing in that quarter is well worth a cable. It had asked that oil from Cotia should be shipped from there to Java under the British flag—a privilege that the Dutch law does not allow—the moment Cotia is brought more directly under Netherlands sovereignty. Now the Shell Company wants a cable to be laid at its own cost should the Government shrink from the expense. In case of failure to gain its end, so that journal thinks, the Company will be sure to say that the Dutch Government in Borneo. The point is made that the Dutch Government should keep a sharp eye on Outlanders in the outlying islands and put them down in time.

STEAMER ENTERPRISE.

The Royal Packet Navigation Company has taken in hand the sailing of a new steamer line to connect Java with China, Japan, and North America. Some years back the Company made a move in that direction and worked a Java-China line which proved to be so unprofitable that it had to be abandoned. Since then, trade between Java and China and Japan has steadily increased. The idea of resuming the line has often been brought up in consequence, but Dutch capitalists failed to see any profit likely to result from investment in such an enterprise. Upon this the Company turned to the Minister for the Colonies in Holland, and asked for a Government subsidy to enable it to resume the Java-China run. The Minister proved to be so favourably inclined that the Company took further steps. Its agent at Singapore, was commissioned to proceed for inquiry to China, Japan, and San Francisco, which will be the terminus of the proposed line. But San Francisco will not be included among the ports to be called at, until thorough inquiry has shown that the line has strong chances of success, and that the known difficulties to be met with in China and Japan ports can be easily overcome. So far, the preliminary investigation has resulted satisfactorily.

NOT AND A.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.764
Thermometer 80.7
Rainfall 83.0
Rainfall 16.496

TO-DAY.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.64
Temperature 83
Humidity 85
Rainfall 75
Rainfall 70

TO-DAY.
Wednesday, 12th June, 1901.

Chinese—27th of 4th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 17min.
Sets 6hr. 41min.
High water—Morning 4hr. 53min.
Afternoon 5hr. 33min.
Low water—Morning 1hr. 43min.
Afternoon 1hr. 7min.

ANNIVERSARIES.

1844—Sir H. Pottinger left the Colony for Europe.

1885—Loss of the *amer Marlborough* near Hainan Head.

1894—Annexation of Pondoland to Cape Colony.

1896—H.M.S. *Centurion* grounded in Shimonoseki Straits.

1897—Great Earthquake at Calcutta and in Assam. Great damage and much loss of life at the latter place.

1898—Malabar captured by the rebels. Spanish native regiments mutiny and kill their officers. Americans seize and occupy the outer harbour of Guantanamo.

1899—Meeting held in the H. of C. re construction of a tunnel to join England and Ireland.

TO-MORROW.
Thursday, 13th June, 1901.

Chinese—27th of 4th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 17min.
Sets 6hr. 41min.
High water—Morning 4hr. 53min.
Afternoon 5hr. 33min.
Low water—Morning 1hr. 43min.
Afternoon 1hr. 7min.

ANNIVERSARIES.

1841—Death of Sir Humphrey Le Fleming, Senhouse at Hongkong.

1875—British s.s. *Carlsbrooke* seized by the Chinese Customs.

1878—Steam communication between Hongkong and North Borneo established.

1891—Imperial Edict condemning attacks on foreigners issued.

1898—Agreement between England and France re Niger concluded.

1899—Wreck of steamer *Amboina* near Borneo Island, all lives saved.

1900—Trouble in the North. The Chancellor of the Japanese Legation killed by Chinese Troops.

AGENDA.

TO-DAY.
Cargo ex *Lightning* subject to rent.
Cargo ex *Chusan* subject to rent.

TO-MORROW.
Noon—N. D. L. steamer *Hainburg* with mails etc., leaves for Southampton.

Noon—C. & Co's steamer *Bornida* leaves for Bombay via Singapore etc.

4 p.m.—I. C. Co's steamer *Loongsang* leaves for Manila.

SATURDAY, 15th.
A. L. S. N. Co's steamer *India* leaves for Fiume and Trieste.

3 p.m.—D. S. & Co's steamer *Lightning* leaves for Indian Ports.

5 p.m.—C. M. Co's steamer *Diamante* leaves for Manila.

SUNDAY, 16th.
The O. S. K. Co's steamer *Daijin Maru* leaves for Coast Ports.

MONDAY, 17th.
Cargo ex *C. Ferd.* *Lais* subject to rent.

TUESDAY, 18th.
Noon—U. S. Co's steamer *Peru* leaves for Honolulu via Shanghai, etc.

WEDNESDAY, 19th.
Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

5 p.m.—A. L. Co's steamer *Maria Valerie* leaves for Japanese Ports.

SATURDAY, 22nd.
Noon—P. & O. Co's steamer *Parramatta* with mails etc. leaves for Europe.

WEDNESDAY, 26th.
Noon—C. P. R. Co's steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

THURSDAY, 27th.
Noon—E. & A. Co's steamer *Arlie* leaves for Australian Ports.

Noon—U. S. Co's steamer *Coptic* leaves Honolulu via Shanghai, etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave. Friends will much oblige by giving this information.

June 3rd.
Mr. J. McGinty, Chief Officer of the *Esmeralda* has been promoted to Captain of that vessel.

Mr. P. G. Ashion, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skellan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. Morse has been appointed Third Officer of the *Perla*.

June 4th.
Mr. E. B. Hankey, Chief Engineer, s.s. *Woosung*, has been transferred to s.s. *Chefoo*.

Mr. McGavin, Chief Engineer, s.s. *Chefoo*, has been transferred to s.s. *Woosung*.

Mr. T. A. Kyle, Chief Officer, *Hoikow*, is transferred to the *Tungchow*.

Mr. J. Harris, 2nd officer, *Pekin*, is transferred to the *Newchwang*.

Mr. P. Callen, 2nd officer, *Newchwang*, is on leave.

Captain W. McClure, late *Pechili*, is transferred to the *Linsing*.

Mr. J. R. Hynes has gone 3rd officer, *Taihang*.

Mr. F. Davis, superintendency, 2nd officer, *Woosung*, has gone 2nd officer, *Kingling*.

Mr. H. Good, chief engineer, *Esmeralda*, is transferred to the *Esang*.

Mr. A. Spiers, acting chief engineer, *Esang*, is awarding orders.

Mr. D. E. McIntyre, and engineer, *Wuchang*, is awarding orders.

Mr. J. W. Williams, acting chief engineer, *Hoikow*, is on leave.

Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoikow*.

Mr. E. L. Jones, and officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Paoting*, is on leave.

Captain P. Garnick, from leave, has gone in command of the *Paoting*.

Mr. Shane has gone 2nd officer, *Szechuen*.

Mr. J. Lemnos, 2nd officer, *Pekin*, is transferred to the *Kueilin*.

Mr. H. O. Pritchard, 2nd officer, *Kueilin*, is on shore.

Mr. J. W. Williams, acting chief engineer, *Hoikow*, is on leave.

Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoikow*.

Mr. E. L. Jones, and officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Paoting*, is on leave.

Captain P. Garnick, from leave, has gone in command of the *Paoting*.

Mr. Shane has gone 2nd officer, *Szechuen*.

Mr. J. Lemnos, 2nd officer, *Pekin*, is transferred to the *Kueilin*.

Mr. H. O. Pritchard, 2nd officer, *Kueilin*, is on shore.

June 7th.
Captain Blackland has been appointed to the *Perla*.

Captain McGinty has been transferred from the *Perla* to the *Esmeralda*.

J. Williamson has been promoted 2nd engineer of the *Esmeralda*.

I. Clark has been appointed 3rd engineer of the *Diamante*.

June 8th.
Mr. Strelly, 3rd engineer of the *Chelydra*, has been appointed 2nd engineer of *Taihang*, vice Mr. Hutchinson, resigned.

June 10th.
E. J. Stoddart, chief engineer of the *Diamante*, has gone home.

A. Mylic and engineer of *Esmeralda* has been promoted chief engineer *Diamante*.

Mr. Tindall, chief officer *Tai hun* has been transferred to the *Tooan* in the same capacity.

Mr. Stephen Cate, 2nd officer *Taihun* has been promoted chief officer of the same ship.

Mr. C. Stuart, 2nd officer *Fushun*, has been transferred to the *Taihang*.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU..... J. E. P. Cook.	MARSEILLES, LONDON & BARROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU..... K. Kori.	MOJI, KOBE and YOKOHAMA.	TUESDAY, 18th June, at Noon.
SADO MARU..... W. Thompson.	KOBE and YOKOHAMA.	FRIDAY, 21st June, at Daylight.
YAWATA MARU..... A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 21st June, at Noon.
MIKE MARU..... M. Vagi.	HOMBAI, via SINGAPORE and COLOMBO.	FRIDAY, 21st June, at Noon.
HITACHI MARU..... G. Anderson.	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 28th June, at Daylight.
ROSETTA MARU..... N. Tate.	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; or also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant. Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON, General Agent, or to

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU".....	TUESDAY, 18th June, at Noon.
"COPTIC".....	THURSDAY, 27th June, at Noon.
"CITY OF PEKING".....	SATURDAY, 30th July, at Noon.
"GAELIC".....	TUESDAY, 23rd July, at Noon.
"CHINA".....	TUESDAY, 6th August, at Noon.
"DORIC".....	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES, and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

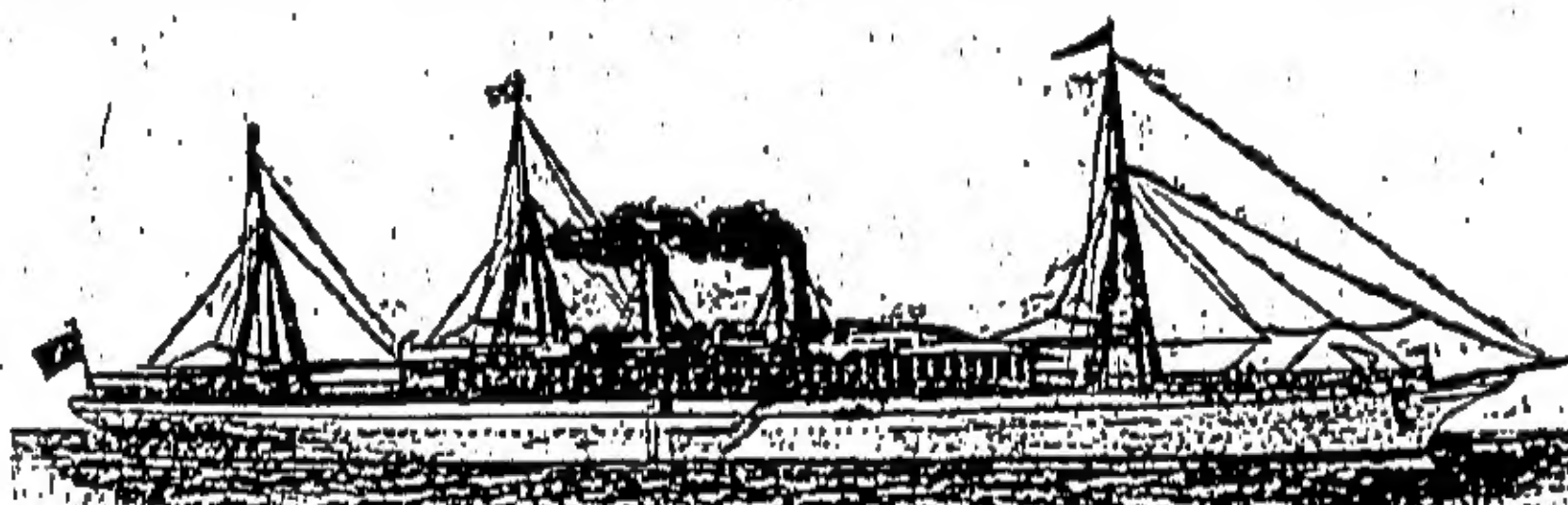
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.
EMPRESS OF JAPAN.....Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHT-UND PASSENGER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG..... Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE)	{ 25th June. } Freight.
SAMBIA..... Schmidt	HAVRE and HAMBURG. (Calling at SINGAPORE)	{ 25th July. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI.....	"WOOSUNG".....	13th instant.
SHANGHAI.....	"WHAMPONG".....	21st instant.
TIENSIN.....	"NANSHANG".....	On or about 30th instant.
MANILA.....	"TAIWAN".....	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly-qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th June, 1901.

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OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"GLAUCUS".....	13th June.
"	"ALGIBUS".....	15th June.
"	"TILIO".....	16th June.
"	"PELEUS".....	15th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON.....	"MACHAON".....	25th June.
"	"PROMETHEUS".....	15th July.
"	"ALGIBUS".....	23rd July.
LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES.)	"GLAUCUS".....	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 12th June, 1901.

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THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 16th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th June, 1901.

[226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 19th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

[327c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c. Belgian King, 13379 | about | June 29

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

[549c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," will be despatched as above on or about the 25th June. For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

[529c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLEGARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

[579c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 10th June, 1901.

[594c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 13th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 10th June, 1901.

[609c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 15th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 10th June, 1901.

[614c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above, on SATURDAY, the 15th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 11th June, 1901.

[614c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"INDIA," Captain Ghezzi, will be despatched as above on TUESDAY, the 18th instant, P.M.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 8th June, 1901.

[528c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will leave for the above places, on WEDNESDAY, the 19th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 11th June, 1901.

[617c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901.

[594c]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTONJEE, 5, D'Almeida Street, and 22-23, Elgin Road, Kowloon.

WESTERN ASSURANCE COMPANY, LONDON AND LONDON.

INCORPORATED, 1851.

Fiftieth Annual Report, for the year ending 31st December, 1900.

The Directors beg to submit herewith their Annual Report showing the result of the Company's transactions for the past year, together with a Statement of Assets and Liabilities at 31st December last.

The premium income, after deducting the amount paid for re-insurances, was £599,340 and the earnings from interest were £15,533. The total losses incurred during the year amounted to £124,866. These bear a ratio to the premiums received considerably higher than that shown in the general experience of the Company, though there have been exceptional years in the past when a much larger percentage of losses to income has been sustained. After providing for losses and for current expenses, the Revenue Account shows a profit balance of £2,533. This is probably as favourable an outcome as Shareholders will have anticipated, bearing in mind the disastrous fires which have occurred during the year. The total amount paid, it may be stated, by this Company for losses in the Ottawa and Hull conflagration in April last, was £37,496. Of this amount, however, £11,909 was recovered on account of re-insurances. The generally unfavourable experience of fire insurance companies, both in Canada and the United States during the past two years, has led to advances in rates which, it is believed, will place the business on a more satisfactory footing.

In the last Annual Report the establishment of a Branch Office in London, England, was referred to, and it affords your Directors much pleasure to be able to say that the progress made by this Branch and the agencies connected with it has fully met their anticipations. Two half-yearly dividends at the rate of 10 and 8 per cent. per annum respectively have been declared.

As announced by circular to Shareholders in July last, it was decided to increase the cash capital of the Company to £400,000 by calling up the £200,000 subscribed and unpaid capital in instalments of 10 per cent. each at intervals of two months. Two instalments fell due before the close of the year, but the majority of Shareholders exercised the option which was given of anticipating the calls, and nearly two-thirds of the entire amount was paid in by 31st December.

The Directors have pleasure in calling attention to the financial position which the Company occupies at the beginning of the second half-century of its corporate existence—offering, as it does, the following security to its policy-holders—

Capital paid up on 31st December..... £538,505
In course of payment..... 72,173

Total Capital..... £610,678

Reserve Fund..... 205,912

Total Funds..... £816,590

The President, in moving the adoption of the Report, said:

The magnitude of the losses by fire on the American continent during the year 1900 is a matter of such public notoriety that I feel, in moving the adoption of the Report just read, that nothing in the way of an apology is called for on account of our balance sheet showing results much less favourable than those of average years. It may be of interest, however, to those who have not access to statistics bearing on the subject, to know that the total value of property destroyed by fire in Canada and the United States during the past year has been computed at £53,000,000—being £5,400,000 greater than that of the preceding year, and largely in excess of that of any year in which records are obtainable, excepting 1871, when the destruction of the City of Chicago was alone responsible for a loss aggregating some £10,000,000. The most serious fire in which we were concerned last year, I need scarcely say, was that which in April last practically wiped out of existence the City of Hull and destroyed a large section of the adjacent City of Ottawa. The loss of property in that conflagration is estimated at upwards of £2,000,000, and of this amount the insurance companies doing business in this country were called upon to contribute nearly £200,000—or close upon one-half of the total premiums received during the year for fire insurance in Canada. That this Company should be largely involved in a disaster of such magnitude, occurring in its home field, might naturally be expected; but we may at least claim that, taking into account our large Canadian business—representing as it does a premium income equal to nearly one-twentieth of the total premiums received by all companies making returns to the Dominion Government—the amount of the net loss sustained through this conflagration cannot be deemed excessive: in fact, I think we may rather point to it as an evidence of judicious distribution of risks on the part of those engaged in the management of the Company's business. It may be hoped that such disasters as this—which unfortunately have been too frequently chronicled in the history of this country, involving as they often do loss of life as well as destruction of property and disturbance in trade—will lead to closer attention than has been shown heretofore on the part of our municipal authorities to the important matter of fire protection, and to the adoption and enforcement of more stringent building regulations in our cities and towns.

But while we may advocate such reforms as we believe to be in the interest alike of insurers and insured, we must recognise as the first consideration to fire underwriters when, whether acting in the capacity of Directors or Managers of Canadian companies or as representatives of British or American companies, are trustees of the many millions of insurance capital which is held, not simply to provide for ordinary losses such as are of daily occurrence, but for the re-building of cities when visited by sweeping conflagrations—we must recognise, I say, that our first duty as managers of the vast funds invested in the business of fire insurance is to deal with conditions as we find them and to make rates that, taking past experience as our guide, will afford a reasonable prospect of a fair margin of profit to shareholders after losses and the expenses of conducting the business have been provided for. I speak not merely of our own experience, but of the experience of the companies as a whole on this continent, and I say that the official statements—which give full publicity to the operations of Fire Insurance companies—show clearly that advances in rates such as are now being generally made are absolutely necessary to afford a return that will warrant the capital of the companies being permanently retained in the business. We are fortunately at a period in our history when trade conditions on this continent are exceptionally prosperous, and I feel it is not unreasonable for us to expect the business community to concur in such an advance in the rates of premium as will afford the "handmaid of commerce"—as fire insurance has been inappropriately termed—a fitting maintenance. The conviction that such a change for the better in our business might be looked for in the near future—that out of the adverse conditions to which I have referred would come a period of "better times," such as we have in the past seen involved in

periods of adversity in the history of our own Company—as well as in most enterprises in which we have been individually engaged—largely influenced our Directors in deciding upon the vigorous in the paid-up capital referred to in the Report. This action, while strengthening the Company financially, removes what is regarded by many investors in this country as an objectionable feature—the unpaid liability upon shares—and the manner in which this call has been responded to has confirmed the opinion we entertained as to the wisdom of this step.

The transactions in the Marine Branch during the past year call for something more than passing comment. There has been a very considerable increase in the volume of premiums, and the losses, I am pleased to say, have been moderate, so that there has been a fair profit in this department—which, as you may remember, showed for some years prior to 1899 unsatisfactory results. The growth in premiums came largely from the increased amount of inland business transacted. The losses on the Great Lakes were considerably below the average of several preceding years, and companies engaged in this branch of underwriting are able to show a good margin of profit on the season's transactions.

Here I may remark upon a distinguishing feature of Marine business—especially such as concerns the large proportion of the liability which, owing to the close of lake navigation, runs off, and the premiums on which are completely earned, before the 31st December in each year. It is incumbent upon every soundly managed company to reserve an amount to provide for running off—or re-insuring—the liabilities under its current policies. General experience has proved that in fire insurance business one-third of the annual premium income is an ample provision for this purpose. It will therefore be a satisfaction to you to know that, after deducting that portion of our marine business upon which no liability remains at the end of the year—which I may say represents more than one-fifth of our total income—the amount of our estimate to provide for this contingent liability upon risks outstanding on the 31st December is considerably in excess of the standard I have named.

In conclusion I would say that the Directors desire to express their appreciation of the services of the Officers and the Branch Managers and Agents of the Company throughout its extended field of operations, realising as we do that to many of them such a year as we have just passed through has been a particularly trying one. They also wish to place on record their obligation to the Earl of Aberdeen, Sir John Kennaway and Mr. James Stevenson, the members of the Advisory Board of our London Branch, for the valued advice and assistance they have rendered in advancing that Branch to its present satisfactory position. The Vice-President seconded the adoption of the Report, which was carried unanimously. The election of Directors for the ensuing year was then proceeded with, resulting in the unanimous re-election of the following gentlemen, viz.:—Hon. Geo. A. Cox, Hon. S. C. Wood, Messrs. Robert Beatty, G. R. Cockburn, Geo. McMurrich, H. N. Laird, W. R. Brock, J. K. Osborne and I. J. Kenny.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Auger, Bishop Van
Anjou, Miss A. J.
Ardwin, Miss
Aldrich, G.
Allen, Mrs. W. J.
Andrew, Mrs.
Anderson, Miss
Arnold, Miss
Anderson, O. M.
Abern, J.
Bryan, M. R.
Bird, W. B. M.
Baron, A. L. L.
Buisson, W. T.
Beuhum
Burroughs, Miss C.
Byron, A. C.
Carrington, J. C.
Cuncin, Mrs.
Croule, Mrs.
Costa, M. J.
Carisson, A.
Cruz, D. B.
Cary, W. H. F.
Comrie, J.
Caffell, E.
Dannenberg, Miss E.
Darlington, H.
Dunbar, T. E.
Deas, W. A.
Davis, Miss A.
Dobson, W. H.
Donnels
Duma Sayna, A. B.
Elkins, S. B.
Evans, W. A.
Emery, P. E. E.
Fobris, G.
Freeman, Miss V. W.
French, Mrs.
Foot, Capt. F.
Fagen, O.
Flint, O. M.
Frost, E. P.
Forest, Miss A.
Geis, F.
Georgeson, J.
Grustein, B.
Greenwood, T. L.
Garratt, T.
Griffin, C.
Grandy, H.
Harvey, R. J.
Hachez, Mrs. H.
Hooley, F. F. G.
Havermyer, T. C.
Hoy, J.
Harrison, Mrs. P.
Haffard, F. J.
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Bobal Singh
Bernal, Bonifacio
Chunda Singh, I.P.C. 585
Clarke, J.
Chao, H. Y.
Crane, E. H.
Collins, H. M.
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Delhi, N. M. Khan
Dean Singh, I.P.C. 547
Duff, A.
Delbano, E.
Fox, F. (2)
Faimalee (Bombay)
Felicie, Blar
Fosunase, A.
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Fajris, G. (Singapore)
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Inganlee, Yuenmow.
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